

## ATTACHMENT B

### City of Sunnyvale Local Streets and Roads Priorities



**HIGHWAY PROJECTS - Staff Recommendations**

VTP ID	Project	Location	VTP 2030 Estimate (\$Millions)	VTP 2030 Request Estimate (\$Millions)	Cumulative Request (\$Millions)
H101-16	US 101/Capitol Expressway I/C Improvements (Includes New Northbound On-ramp from Yerba Buena Road)	San Jose	\$20	\$20	\$20
H680-01	I-680 HOV Lanes: Calaveras Boulevard to SR 84	Milpitas, San Jose, Fremont	\$25	\$25	\$45
H101-15	US 101 Southbound Widening from Story Road to Yerba Buena Road	San Jose	\$11	\$11	\$56
H237-06	SR 237/US 101/Mathilda Avenue I/C Improvements	Sunnyvale	\$13	\$13	\$69
H152-04	SR 152/SR 156 I/C Improvements	County	\$24	\$7	\$76
H101-14	US 101/Tully Road I/C Modifications	San Jose	\$22	\$22	\$98
H25-02	SR25/Santa Teresa Boulevard/US 101 I/C Construction (Includes US 101 Widening Between Monterey Highway and SR 25)	Gilroy	\$85	\$85	\$183
H680-02	I-680/I-880 Cross-Connector Environmental and Conceptual Engineering	Milpitas, San Jose, Fremont	\$3	\$3	\$186
H152-02	SR 152 Improvements, Traffic Signal at Gilroy Foods/WTI Intersection, SR 152 Widening from Miller's Slough through Llagas Creek Bridges	Gilroy	\$10	\$10	\$196
H880-03	I-880/I-280/ Stevens Creek Boulevard I/C Improvements - Phase I	San Jose	\$14	\$14	\$210
H85-05	SR 85 Northbound to Eastbound SR 237 Connector Ramp Improvement	Mountain View	\$22	\$22	\$232
H237-03	SR 237 Widening for HOV Lanes between SR 85 and east of Mathilda Avenue	Mountain View, Sunnyvale	\$36	\$36	\$268

**HIGHWAY PROJECTS - Staff Recommendations**

VTP ID	Project	Location	VTP 2030 Estimate (\$Millions)	VTP 2030 Request Estimate (\$Millions)	Cumulative Request (\$Millions)
H17-01	SR 17 Improvements, Northbound SR 17 Auxiliary Lane from Camden Avenue to Hamilton Avenue	San Jose, Los Gatos	\$12	\$12	\$280
H101-11	US 101/Zanker Road/Skyport Drive/Fourth Street I/C Construction	San Jose	\$47	\$47	\$327
H25-03	SR 25 Upgrade to 6-Lane Facility Design	County	\$10	\$10	\$337
H101-20	US 101/Tennant Avenue I/C Improvements in Morgan Hill	Morgan Hill	\$10	\$10	\$347
H101-06	US 101 Southbound/Trimble Road/De La Cruz Boulevard /Central Expressway I/C Improvements	San Jose	\$27	\$27	\$374
H152-03	SR 152 Improvements, Intersection Improvement at Ferguson Road	County	\$1	\$1	\$375
H101-09	US 101/Blossom Hill Road I/C Improvements	San Jose	\$7	\$0	\$375
H101-08	US 101/Hellyer Avenue I/C Improvements	San Jose	\$11	\$0	\$375
H237-05	SR 237 Westbound to Northbound US 101 Connector Ramp Improvements	Sunnyvale	\$8	\$8	\$383
H237-02	SR 237 Westbound to Southbound SR 85 Connector Ramp Improvements	Mountain View	\$18	\$18	\$401
H237-10	SR 237 Westbound Auxiliary Lane between Coyote Creek Bridge and North First Street	Milpitas, San Jose	\$10	\$10	\$411
H101-19	US 101 Southbound to Eastbound SR 237 Connector Improvements	Sunnyvale	\$3	\$3	\$414

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VTP ID	Project	Location	VTP 2030 Estimate (\$Millions)	VTP 2030 Request Estimate (\$Millions)	Cumulative Request (\$Millions)
H101-12	US 101 Southbound Auxiliary Lane Great America Parkway to Lawrence Expressway	Sunnyvale, Santa Clara	\$2	\$2	\$416
H101-10	US 101/Mabury Road/Taylor Street I/C Environmental and Preliminary Engineering	San Jose	\$2	\$2	\$418
H237-09	Lawrence Expressway/SR 237 Auxiliary Lane Improvement	Sunnyvale	\$3	\$3	\$421
H237-08	SR 237 Eastbound Auxiliary Lanes from Mathilda Avenue to Fair Oaks Avenue	Sunnyvale	\$5	\$5	\$426
H00-01	High Occupancy Toll Lane Demonstration Project Development	Countywide	\$2	\$2	\$428
H237-01	SR 237/El Camino Real/Grant Road Intersection Improvements	Mountain View	\$3	\$3	\$431
H85-02	SR 85 Noise Mitigation between US 101 and SR 87	Cupertino, Los Gatos, San Jose, Saratoga, Campbell	\$7	\$7	\$438
H237-04	SR 237 Westbound On-ramp at Middlefield Road	Mountain View	\$8	\$8	\$446
VTP 2030 Cut-Off (Proposed)					
H237-11	SR 237 Eastbound Auxiliary Lane between Zanker Road and North First Street	San Jose, County	\$6	\$6	\$452
H85-06	SR 85 Southbound Auxiliary Lanes from Stevens Creek Boulevard to Saratoga/ Sunnyvale Road	Cupertino, San Jose	\$13	\$13	\$465
H85-10	SR 85 Northbound Auxiliary Lanes from North of Winchester Boulevard to Saratoga Avenue	Saratoga, San Jose, Campbell, Los Gatos	\$16	\$16	\$481
H85-08	SR 85 Southbound Auxiliary Lanes from Saratoga/ Sunnyvale Road to Saratoga Avenue	San Jose, Saratoga	\$17	\$17	\$498

**HIGHWAY PROJECTS - Staff Recommendations**

VTP ID	Project	Location	VTP 2030 Estimate (\$Millions)	VTP 2030 Request Estimate (\$Millions)	Cumulative Request (\$Millions)
H17-02	SR 17 Improvements, Northbound SR 17 to Northbound SR 85 Direct Connector	San Jose, Los Gatos	\$9	\$9	\$507
H237-07	SR 237 Eastbound to Mathilda Avenue Flyover Off-ramp	Sunnyvale	\$17	\$17	\$524
H880-06	I-880/Kato Road Overcrossing (with Connections to Dixon Landing Road & Scott Creek Road)	Fremont, Milpitas	\$10	\$10	\$534
H101-21	US 101/Buena Vista I/C Construction	Gilroy	\$20	\$20	\$554
H101-07	US 101 Auxiliary Lane Widenings: Trimble Road to Montague Expressway	San Jose, Santa Clara	\$20	\$20	\$574
H101-17	US 101 Southbound Braided Ramps between Capitol Expressway and Yerba Buena Road	San Jose	\$21	\$21	\$595
H101-18	US 101 Northbound Braided Ramps between Capitol Expressway and Yerba Buena Road	San Jose	\$21	\$21	\$616
H85-07	SR 85 Northbound Auxiliary Lanes from Saratoga/ Sunnyvale Road to Stevens Creek Boulevard	Cupertino, San Jose	\$13	\$13	\$629
H280-02	I-280 Northbound Braided Ramps between Foothill Expressway and SR 85	Cupertino, Los Altos	\$34	\$34	\$663
H85-11	SR 85 Southbound Auxiliary Lanes from Saratoga Avenue to North of Winchester Boulevard	Saratoga, San Jose, Campbell, Los Gatos	\$16	\$16	\$679
H85-09	SR 85 Northbound Auxiliary Lanes from Saratoga Avenue to Saratoga/Sunnyvale Road	San Jose, Saratoga	\$17	\$17	\$696
H280-04	I-280 Downtown Access Improvements between 3rd Street and 7th Street	San Jose	\$22	\$22	\$718

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VTP ID	Project	Location	VTP 2030 Estimate (\$Millions)	VTP 2030 Request Estimate (\$Millions)	Cumulative Request (\$Millions)
H85-04	SR 85 Auxiliary Lanes between El Camino Real and SR 237 and SR 85/ El Camino Real I/C Improvements	Mountain View	\$41	\$41	\$759
H101-13	US 101/Old Oakland Road I/C Improvements	San Jose	\$40	\$40	\$799
H85-03	SR 85 Auxiliary Lanes between I-280 and El Camino Real	Los Altos, Mountain View, Sunnyvale	\$66	\$66	\$865
H880-04	I-880/SR 237 Flyover: Northbound I-880 to Westbound SR 237	Milpitas	\$65	\$65	\$930
H680-03	I-680 Northbound/Southbound Auxiliary Lanes from McKee Road to Berryessa Road	San Jose	\$46	\$46	\$976
H101-22	US 101 Conversion to Four-Lane Highway: SR 25 to Santa Clara/San Benito County Line	County	\$140	\$140	\$1,116
H101-23	US 101 Widening Between Cochrane Road and Monterey Highway	Gilroy, County, Morgan Hill	\$164	\$164	\$1,280
H152-05	SR 152 Corridor New Toll Road: US 101 to SR 156	Gilroy, County	\$300	\$300	\$1,580
H880-05	I-880 Widening for HOV Lanes from SR 237 to Old Bayshore	Milpitas, San Jose	\$272	\$272	\$1,852





## EXPRESSWAY PROGRAM

### Program Area Description

The Comprehensive County Expressway Planning Study (CCEPS) conducted by the County of Santa Clara addressed infrastructure needs of the county operated expressway system. Santa Clara County is the only county in the Bay Area with a comprehensive expressway system.

### Project List Status

The recently completed CCEPS identified \$150 million dollars in Tier 1a improvements and \$271 million in Tier 1b improvements. At the February 27, 2004 Board Workshop, staff presented the Tier 1a list, and the Capitol Expressway Street Improvements identified in U.S. 101 Central Corridor Study conducted by VTA, as the recommended VTP 2030 project list.

### Changes from February 27<sup>th</sup> Workshop

Since the February Workshop, County Roads and Airports staff has recommended adjustments to the project list with regard to two Almaden Expressway projects. These changes will bring the total cost of the Tier 1a list to nearly \$155 million. However, through one or more sources including project costs savings, contributions from cities, and other grant funds, County staff expects to stay within the recommended allocation. As a result, the project list reflects the changes recommended by the County.

### Proposed Allocation

**\$150 million**

### Staff Recommendation

- Allocate \$150 million to fund the CCEPS Tier 1a project list, the one Capitol Expressway project identified in the U.S. 101 Corridor Study, and the Almaden Expressway deferred Measure B Project to widen to eight lanes from Blossom Hill Road the Branham Road, with the understanding that County Roads staff has committed to staying within the \$150 allocation.

## **Expressway Evaluation Criteria**

### **Tier 1A**

#### **Criteria:**

- At-grade improvements to mitigate existing LOS F intersections to E or better.
- Operational improvements to eliminate weaving, merging/diverging, and queuing problems, thus improving safety conditions.
- Signal operations improvements that improve traffic flow.
- Low -cost feasibility studies needed to answer critical questions about interchange reconfigurations that have a high level of local support.

Overall, the Tier 1A projects are relatively low cost improvements that provide significant congestion relief and/or address a major operational/safety concern. Once implemented, these projects will both improve existing LOS F intersections and keep them from downgrading back to LOS F by 2025.

#### **Project Completion Timing (once funds become available):**

- Most of the projects in this tier can be completed in 3-4 years (including time for environmental review, community outreach, design, right-of-way acquisition, utility relocation, and construction).
- A couple projects may stretch to 6 years due to structures involved and coordination with other agencies.
- Projects where right-of-way is available (i.e., no right-of-way impact or acquisition) and complex utility relocation is not needed can be completed within 2 years.
- The feasibility studies will take 1 to 2 years to complete.

### **Tier 1B**

#### **Criteria:**

- Grade separation/interchange projects to mitigate existing LOS F intersections.

These projects are relatively high cost and tend not to be as cost-effective as the at-grade improvements in Tier 1A. Grade separations/interchanges are recommended because there are no at-grade solutions to mitigate the LOS F condition. Once constructed, these projects will both improve existing LOS F intersections and keep them from downgrading back to LOS F by 2025.

#### **Project Completion Timing (once funds become available):**

- These projects can typically be completed within 6-8 years. The 6-8 year implementation time frame anticipates 2 years for environmental clearance and preliminary engineering, 1-2 years for final design, 1-2 years for right-of way acquisition and utility relocation, and 2 years for construction.
- The only exception is the Montague/Mission College/101 par-clo interchange project, which will have a similar project schedule as Tier 3 projects (8-10 years) because of Caltrans involvement.

# VTP 2030 EXPRESSWAY PROGRAM

Project Name	VTP 2030 Grant Request (\$ Millions)	Cumulative Request
<i>Tier 1A Projects</i>		
Almaden Expressway: Initiate a Caltrans Project Study Report (PSR)/Project Development Study (PDS) to reconfigure SR 85/Almaden Interchange <sup>1</sup>	\$0.00	\$0.00
Almaden Expressway: Provide interim operational improvements at SR 85/Almaden	\$2.00	\$2.00
Almaden Expressway: Widen to 8 lanes between Coleman and Blossom Hill	\$8.00	\$10.00
Central Expressway: Convert the Measure B HOV lane widening between San Tomas and De La Cruz to mixed flow and remove the HOV queue jump lanes at Scott, if unsuccessful after a 3 to 5 year trial period	\$0.10	\$10.10
Central Expressway: Widen to 6 lanes between Lawrence and San Tomas Expressways without HOV lane operations	\$10.00	\$20.10
Central Expressway: Widen between Lawrence and Mary to provide auxiliary and/or acceleration/deceleration lanes	\$13.00	\$33.10
Foothill Expressway: Replace Loyola Bridge	\$10.00	\$43.10
Foothill Expressway: Traffic/signal operational corridor improvements between Edith and El Monte including adjacent side street intersections & Grant/St. Joseph	\$1.50	\$44.60
Foothill Expressway: Extend existing WB deceleration lane at San Antonio	\$0.50	\$45.10
Lawrence Expressway: Convert HOV to mixed flow lanes between US 101 and Elko	\$0.10	\$45.20
Lawrence Expressway: Close median at Lochinvar and right-in-and-out access at DeSoto, Golden Star, Granada, Buckley, and St. Lawrence/Lawrence Station on-ramp	\$0.50	\$45.70
Lawrence Expressway: Widen to 8 lanes between Moorpark/Bollinger and south of Calvert	\$4.00	\$49.70
Lawrence Expressway: Optimize signal coordination along Lawrence-Saratoga Avenue corridor	\$0.10	\$49.80
Lawrence Expressway: Coordinate and optimize signal phasing and timing plans in I-280/Lawrence interchange area	\$0.10	\$49.90
Lawrence Expressway: Prepare Caltrans PSR for Tier 1C project at the Lawrence/Calvert/I-280 interchange area <sup>2</sup>	\$0.00	\$49.90
Montague Expressway: Convert HOV lanes to mixed-flow use east of I-880	\$0.10	\$50.00
Montague Expressway: Baseline project consisting of 8-lane widening and I-880 par-clo interchange with at-grade improvements at Lick Mill, Plumeria/River Oaks, Main/Old Oakland, and McCandless/Trade Zone	\$38.50	\$88.50
Oregon Page-Mill Expressway corridor improvements:	\$5.00	\$93.50
Oregon Page Mill Expressway: I-280/Page Mill interchange modification	\$5.00	\$98.50
Oregon Page-Mill Expressway: Alma Bridge Replacement Feasibility Study	\$0.25	\$98.75
San Tomas Expressway: Provide additional WB right-turn lane at Monroe	\$1.00	\$99.75
San Tomas Expressway: Widen to 8 lanes between Williams and El Camino Real	\$28.00	\$127.75
San Tomas Expressway: Provide 2nd EB, WB, and NB left-turn lanes at Hamilton	\$2.00	\$129.75
San Tomas Expressway: At-grade improvements at SR 17/San Tomas	\$2.00	\$131.75
Expressway Traffic Information Outlets	\$5.00	\$136.75
Expressway Signal Coordination with City Signals	\$10.00	\$146.75
Equipment to connect with Sunnyvale, Palo Alto, Mountain View, and Los Altos traffic signal interconnect systems	\$2.50	\$149.25
Upgrade traffic signal system to allow automatic traffic count collection	\$0.50	\$149.75

# VTP 2030 EXPRESSWAY PROGRAM

Project Name	VTP 2030 Grant Request (\$ Millions)	Cumulative Request
Capitol Expressway street improvements – intersection modifications, left turn lane, carpool lane adjustments, and stripping modifications	\$2.00	\$151.75
Widen Almaden Expressway to eight lanes from Blossom Hill Road to Branham Road. Measure B LOS Project, not included in the CCPES.	\$3.20	\$154.95
<b>VTP 2030 Cut-off Line (Proposed)</b>		
<b>Tier 1B Projects</b>		
Capitol Expressway: Interchange at Silver Creek	\$55.00	\$204.75
Lawrence Expressway: Interchange at Arques with Square loops along Kern and Titan	\$35.00	\$239.75
Lawrence Expressway: Interchange at Kifer	\$45.00	\$284.75
Lawrence Expressway: Interchange at Monroe	\$45.00	\$329.75
Montague Expressway: Trimble Flyover	\$15.00	\$344.75
Montague Expressway: At-grade improvements at Mission College and par-clo interchange at US 101	\$11.00	\$355.75
Montague Expressway: McCarthy-O'Toole square loop interchange	\$60.00	\$415.75

## Footnotes:

- 1) PSR cannot be funded by fund source. PSR estimated cost \$0.25 million.
- 2) PSR cannot be funded by fund source. PSR estimated cost \$0.5 million.

## LOCAL STREETS AND COUNTY ROADS PROGRAM

### Program Area Description

The LS & CR Fund Program is a new program created with the adoption of VTP 2020. Its primary emphasis is on funding for local streets and on increasing the connectivity of arterial and collector streets. The LS& CR Program specifically addresses the difficulties Member Agencies have with raising revenues for transportation projects not connected to new development projects. VTA staff, working through the Capital Improvement Program (CIP) subcommittee of the Technical Advisory Committee (TAC) has recently completed the scoring and ranking of LS & CR projects. The ranked list of projects will be discussed at the Congestion Management Planning and Programming (CMPP) Committee and submitted to the VTA Board for approval.

### Project List Status

Approximately \$300 million in eligible grant fund requests have been submitted by the cities and County, and scored using the Board's adopted LS & CR criteria. The complete list is attached.

### Changes from February 27<sup>th</sup> Workshop

The project list has been updated to include projects from Los Altos, Los Altos Hills, Los Gatos, and Saratoga, and several grant requests have been refined. This results in more projects fitting within the \$230 million recommended allocation.

### Proposed Allocation

#### **\$230 million**

Due to the large number of requests, staff also recommends the following strategy:

- (1) Select the highest scoring project submitted by each agency
- (2) Limit the City of San Jose to \$100 million
- (3) Limit each city and the County to \$50 million

This strategy would allow the Board to accommodate all projects which scored 50 points out of a possible 100, and give each of the cities and the County at least one project in this program category with a \$230 million allocation.

### Staff Recommendation

Adopt the allocation amount and the attached project list.

## Local Streets & County Roads Program Scoring Criteria

### Eligible Projects

- New street connections and extensions, local road crossings of freeways and expressways
- Multi-modal reconstruction of streets
- Roadway operational improvements including new lanes, intersection turn lanes, modern roundabouts
- New or major upgrades of sidewalk and Class II & III bicycle facilities
- Traffic calming measures
- New grade separations at railroads and roadways
- ITS projects and project elements

### Ineligible Projects

- Stand-alone transit improvements
- Preventive Maintenance and Pavement Management
- Freeway and/or expressway projects
- Class I (off-road) bicycle & pedestrian paths/trails

### Eligible Expenditures

- Environmental Studies and Documents, (ENV)
- Plans, Specifications & Estimates (PSE)
- Right of Way Acquisition (ROW)
- Construction & Construction Support (CONST)

### Ineligible Expenditures

- All grant preparation costs expended prior to grant approval
- Initial feasibility studies (Pre-PSR/PSR equivalents)
- Operating expenses

### Additional Eligibility Criteria

- Project must be sponsored by the County of Santa Clara or one of the 15 incorporated cities therein.
- Project limits must be within Santa Clara County
- Project must meet State, Federal and Regional (MTC) funding eligibility criteria.
- Project submittal must be approved via publicly noticed City Council or Board of Supervisors action that commits future local funding.
- Project must be developed through an outreach process that includes all stakeholders impacted by project.
- Sponsor has endorsed the VTP 2020 Community Design and Transportation Program via council or Board of Supervisors resolution.

**Planning Phase**

**Project Selection Criteria**

Total Available Points -100

**Street Connectivity: – Up to 25 Points**

*Provide more route options through increased connectivity of street system*

- New connection of an existing roadway - 25 points  
or
- Gap closure or removal of bottleneck by completing missing lanes - Up to 15 points

**Congestion Relief: Up to 25 Points**

*Improve efficiency through improvements in system dependability and travel time*

- Project increases person-trip capacity without adversely impacting other travel modes within surrounding area - Up to 10 points.  
and/or
- Project significantly improves travel time by any mode - Up to 10 points  
and/or
- Project benefits a regional facility by providing local streets and/or county road connections that directly improve a non-freeway CMP facility or improve a CMP reliever route - Up to 10 points.

**Safety: Up to 25 Points**

*Improve safety of existing roadway, pedestrian and bicycle facilities*

- Project includes elements, which improve safety of an existing condition, which could reduce risk of injury accidents for all modes of travel. Projects that adversely affect bicycle or pedestrian movements and /or degrade the safety conditions for pedestrian and bicycles will not receive points in this category.

**Transportation / Land Use Connection Interface: Up to 25 Points**

*Encourage consideration of land uses and multimodal transportation planning*

- Multi-modal projects near or providing improved access to serving concentrated commercial and /or higher density housing – Up to 10 points
- Multi-modal projects at/near rail stations and bus transit centers (as defined in the VTA Short Range Transportation Plan) – Up to 10 points
- Traffic calming, multi-modal street livability projects – Up to 10 points

Rank	Sponsor	LOCAL STREETS AND COUNTY ROADS Project Name	VTP 2030 Request (\$ millions)	Cumulative Request (\$ millions)
		Calaveras Boulevard Overpass Widening with Operational Improvements	\$32.0	\$ 32.0
1	Milpitas			
2	San Jose	Oakland Road Widening - 101 to Montague	\$3.7	\$ 35.7
3	San Jose	Coleman Avenue Widening	\$11.2	\$ 46.9
4	San Jose	Berryessa Road Widening - 101 to 680	\$5.6	\$ 52.5
5	Sunnyvale	Mathilda/237 Corridor Improvements (Mary Ave Extension)	\$25.0	\$ 77.5
6	San Jose	Chynoweth Ave. Extension - East of Almaden	\$6.3	\$ 83.8
7	Sunnyvale	Mathilda Caltrain Bridge Reconstruction	\$3.5	\$ 87.3
8	San Jose	Autumn Street Extension	\$8.0	\$ 95.3
10	Mountain View	Rengstorff Avenue Grade Separation Environmental Documentation	\$0.2	\$ 95.5
11	Milpitas	Montague Expressway/Great Mall Parkway-Capitol Avenue Grade Separation* (Amount Capped)	\$17.5	\$ 113.0
12	San Jose	Branham Lane Widening - Vista Park to Snell	\$3.9	\$ 116.9
13	Milpitas	Dixon Landing Road Widening	\$0.5	\$ 117.4
14	Gilroy	Gilman Rd-Arroyo Circle - Camino Arroyo Improvements	\$5.6	\$ 123.0
15	County	Loyola Dr./Foothill Xwy Intersection	\$8.0	\$ 131.0
16	San Jose	Charcot Avenue Connection	\$23.2	\$ 154.2
17	San Jose	Snell Ave. Widening - Branham to Chynoweth	\$2.8	\$ 157.0
18	San Jose	Lucretia Ave. Widening - Story to Phelan	\$3.5	\$ 160.5
19	County	Almaden Plaza Way Widening	\$0.6	\$ 161.1
20	San Jose	Senter Road Widening Project	\$5.4	\$ 166.6
21	San Jose	Union Ave. Widening - Los Gatos-Almaden to Ross Creek	\$1.4	\$ 167.9
22	San Jose	Downtown Couplet Conversions	\$16.0	\$ 183.9
23	Sunnyvale	Lawrence Xway/Wildwood Ave Roadway Realignment and Traffic Signal	\$3.5	\$ 187.4
24	Morgan Hill	Butterfield Blvd Extension	\$7.2	\$ 194.6
25	Campbell	Campbell Bicycle/Pedestrian Improvements	\$1.6	\$ 196.2
26	San Jose	Blossom Hill Bike/Ped Improvements	\$5.4	\$ 201.7
27	San Jose	King Road Pedestrian Improvement at Barberry	\$0.8	\$ 202.5
28	Gilroy	Uvas Park Drive Roadway Extension	\$1.8	\$ 204.2
29	San Jose	Winchester Blvd. Streetscape Improvement	\$0.8	\$ 205.0
30	County	Railroad Crossing: San Martin at Monterey	\$0.5	\$ 205.5
31	San Jose	Quito Road Improvements	\$1.5	\$ 207.0
32	County	Fitzgerald(Masten) Realignment at Monterey Rd.	\$0.8	\$ 207.8
33	Milpitas	Dixon Landing Road/North Milpitas Boulevard Intersection Improvements	\$0.8	\$ 208.6
34*	County	Magdalena/Country Club Intersection Signalization	\$0.3	\$ 208.8
35*	San Jose	Park Avenue Improvement	\$0.8	\$ 209.6
36*	County	Railroad Crossing: Church at Monterey Rd (San Martin)	\$0.4	\$ 210.0
37*	Sunnyvale	Java Drive Bicycle Shared Use Improvements (Class II & III Bike Lanes)	\$0.3	\$ 210.3
39*	Palo Alto	Smart Residential Arterials Project	\$5.0	\$ 215.3
40*	County	Hill Road Extension	\$4.0	\$ 219.3
43*	County	De Witt/Sunnyside Realignment at Edmunson Ave.	\$4.0	\$ 223.3
44*	County	Santa Teresa/Fitzgerald Intersection Signalization	\$0.2	\$ 223.5
49*	County	ITS Enhancements on Bascom Ave	\$0.2	\$ 223.6
50*	Gilroy	First St. (SR-152) Roadway Widening: Monterey St to Church St.	\$0.9	\$ 224.6
51*	County	Alum Rock School District Area Traffic Calming Elements	\$1.6	\$ 226.2
60*	Los Altos	Miramonte Ave. Bikeway Improvements	\$0.8	\$ 227.0
88*	Saratoga	Citywide Signal Upgrade Project Phase II	\$0.4	\$ 227.4
90*	Cupertino	Rancho Rinconada Neighborhood Traffic	\$0.1	\$ 227.4
81*	Los Gatos	Wedgewood Ave. Improvements	\$0.4	\$ 227.9
TBD	Los Altos Hills	TBD		\$ 227.9



Rank	Sponsor	LOCAL STREETS AND COUNTY ROADS Project Name	VTP 2030 Request (\$ millions)	Cumulative Request (\$ millions)
VTP 2030 CUT-OFF LINE (Proposed)				
38**	San Jose	Martha Street Bicycle Pedestrian Corridor	\$2.7	\$ 230.5
41	San Jose	Delmas Avenue Streetscape Improvement	\$0.7	\$ 231.3
42	San Jose	Bird Avenue Pedestrian Corridor	\$0.7	\$ 231.9
45	San Jose	Reed Street Pedestrian Corridor Project	\$0.7	\$ 232.6
46	San Jose	North 13th Street Streetscape Project	\$0.5	\$ 233.1
47	San Jose	Balbach Bike/Ped Improvements	\$1.1	\$ 234.2
48	San Jose	Taylor Street Improvement	\$0.8	\$ 235.0
52	Mountain View	Sterlin Road/Shoreline Blvd. Intersection Modification	\$0.2	\$ 235.2
53	Sunnyvale	Sunnyvale-Saratoga Rd/Remington Dr. Intersection Improvement	\$1.0	\$ 236.2
54	San Jose	Auzerais Avenue Bicycle/Pedestrian Improvements	\$0.4	\$ 236.6
55	County	ITS Improvement on Santa Teresa Boulevard	\$0.8	\$ 237.4
56	Sunnyvale	Downtown Sunnyvale/Mathilda Blvd.	\$1.9	\$ 239.3
57	San Jose	Keyes Street Streetscape Improvement Project	\$0.9	\$ 240.2
58	Sunnyvale	Mary Avenue Bicycle Improvement	\$0.8	\$ 241.0
59	San Jose	Almaden Rd. Improvement - Malone to Curtner	\$1.6	\$ 242.6
61	County	Junipero Serra Blvd Shoulder Widening	\$0.3	\$ 242.9
62	Mountain View	Easy Street/Gladys Avenue Intersection Modification	\$0.2	\$ 243.1
63	Sunnyvale	Mary Ave/Evelyn Ave Intersection	\$0.5	\$ 243.6
64	Sunnyvale	Mary Ave/El Camino Real Intersections	\$0.5	\$ 244.0
65	County	White Rd. Streetscape	\$0.8	\$ 244.9
66	San Jose	Senter Road Improvement Project	\$2.5	\$ 247.4
67	San Jose	White Road Pedestrian Improvement - Alum Rock to Mabury	\$1.5	\$ 248.8
68	Palo Alto	Bicycle Boulevard Network Project	\$0.6	\$ 249.4
69	County	McKean Rd and Watsonville Rd. Left Turn Pockets and Shoulder Widening	\$4.0	\$ 253.4
70	San Jose	Gifford Ave. Streetscape	\$0.4	\$ 253.8
71	County	Loyola Corners Traffic Circle	\$0.4	\$ 254.2
72	Sunnyvale	Wolfe/Reed/Old San Francisco Road Intersection Improvement	\$0.5	\$ 254.7
73	County	Hyland Area Pedestrian/Bicycle Improvements	\$0.6	\$ 255.2
74	San Jose	West San Carlos Streetscape Improvement Project	\$0.7	\$ 255.9
75	County	East Hills/Florence Area Bicycle/Pedestrian Improvements	\$0.1	\$ 256.1
76	County	Pedestrian/Bicycle Improvements on McKee Road between White and Staples	\$0.1	\$ 256.2
77	County	Pedestrian/Bicycle Improvements in the Mitty Avenue/Lawrence Expressway Area	\$0.2	\$ 256.4
78	County	Pedestrian/Bicycle Improvements on Alum Rock Avenue South of Miguelita Creek Ped Bridge	\$0.2	\$ 256.6
79	San Jose	Scott Street Pedestrian Corridor - 880 to Meridian	\$4.8	\$ 261.4
80	County	Scott Street Pedestrian Corridor	\$3.2	\$ 264.6
82	Gilroy	Farrell Ave. Bridge Widening	\$1.2	\$ 265.7
83	Gilroy	Citywide Sidewalk Improvements	\$1.5	\$ 267.2
84	County	DeWitt S-Curve Realignment	\$0.8	\$ 268.0
85	San Jose	Aborn Road Pedestrian Improvements at Irwindale	\$0.8	\$ 268.8
86	Sunnyvale	Fair Oaks Ave/Arques Ave Intersection Improvement	\$0.5	\$ 269.3
87	Sunnyvale	Wolfe Rd/Kifer Rd Intersection Improvement	\$1.0	\$ 270.2
89	Sunnyvale	Washington Ave/Mathilda Ave Intersection Improvement	\$0.4	\$ 270.6
91	Sunnyvale	Mary Ave/Fremont Ave Intersection Improvements	\$0.8	\$ 271.4
92	San Jose	McLaughlin Avenue Streetscape Project	\$1.0	\$ 272.4
93	County	Calaveras Road Improvements (Rural Area)	\$2.4	\$ 274.8
94	San Jose	West Virginia Streetscape and Pedestrian Crossings Project	\$0.4	\$ 275.2
95	County	Garden Area Pedestrian/Bicycle Improvements	\$0.4	\$ 275.6
96	County	Metal Beam Guardrails on County Roads	\$0.2	\$ 275.8

Rank	Sponsor	LOCAL STREETS AND COUNTY ROADS Project Name	VTP 2030 Request	Cumulative Request
			(\$ millions)	(\$ millions)
97	Sunnyvale	Comprehensive Sidewalk Network for Employment Areas	\$5.8	\$ 281.5
98	Sunnyvale	Citywide Traffic Calming Program	\$0.8	\$ 282.3
99	County	Aldercroft Creek Bridge/Old Santa Cruz Highway	\$1.3	\$ 283.7
100	Gilroy	Mantelli Dr. Corridor Improvements: Intersections and Traffic Signals	\$1.6	\$ 285.3
101	County	Junipero Serra Blvd Traffic Calming	\$0.4	\$ 285.6
102	County	New Pavement Markers and Signs	\$0.2	\$ 285.8
103	Gilroy	Citywide Class II & III Bicycle Route Improvements	\$0.6	\$ 286.4
104	County	Burbank Area Streetlighting Project	\$0.1	\$ 286.5
105	County	Countywide Pedestrian Ramps	\$0.2	\$ 286.8
106	Saratoga	Verde Vista Traffic Signal	\$0.2	\$ 287.0
107	County	Pedestrian/Bicycle Improvements in the Toyon Road Area	\$0.6	\$ 287.6
108	Saratoga	Oak Place & Highway 9 Pedestrian Signal	\$0.2	\$ 287.7
109	Saratoga	Herriman Drive Traffic Signal Project	\$0.2	\$ 287.9

## TRANSPORTATION SYSTEMS OPERATIONS & MANAGEMENT PROGRAM

### Program Description

The Transportation Systems Operations and Management (TSO&M) Program's primary emphasis is to use technologies, electronics, and computerized systems, collectively called Intelligent Transportation Systems (ITS), to improve the operation of the transportation system. VTA staff, working through the Systems Operations & Management (SOM) Subcommittee of the VTA Technical Advisory Committee (TAC) completed a review and update of the ITS project list in VTP 2020. The work resulted in the emphasis of projects that would lead to improved traffic flow through improved signal operations for local roadways/expressways, freeways (ramp meters), transit (priority treatment at traffic signals), and bicycle traffic (bicycle detection and timing).

### Project List Status

The TSO&M Program list of projects totals approximately \$140 million. The projects are presented by agency grouping. The following are key points regarding this listing of projects:

- The list includes approximately \$14 million in direct requests for traffic signal system upgrades and traffic signal retiming.
- The annual cost for operations, maintenance and management of this capital investment is estimated at about 10 percent of the capital investment.

### Proposed Allocation

#### **\$28 Million**

Staff recommends the following allocation strategy:

- (1) Projects that improve traffic flow through improved signal operations for local roadways/expressways, freeways (ramp meters), transit (priority treatment at traffic signals) and bicycle traffic (bicycle detection and signal timing) are the first priority. Half of the proposed allocation should be reserved for these projects.
- (2) Reserve twenty percent of the proposed allocation to fund a countywide ITS operations, management and maintenance program managed by VTA.
- (3) Use the remainder of the proposed allocation on other ITS projects that emphasize integration and connecting of systems.
- (4) Staff will work with staffs from the cities and County to identify a project list that uses the above strategy and meets the allocation target.

### Changes from February 27<sup>th</sup> Workshop

No change.

### Staff Recommendation

Adopt the proposed allocation and strategy.



## SOUND BARRIER PROGRAM

### Program Area Description

With the enactment of Senate Bill 45, the responsibilities for programming capital projects on State transportation facilities rests largely with the local agencies. VTA is responsible for programming freeway sound mitigation projects such as soundwalls in Santa Clara County. Funds for the sound mitigation program can only be used for retrofit sound mitigation on existing freeways and expressways. Retrofit projects are sound mitigation projects in locations where no new changes to the freeway or expressway are planned.

### Project List Status

There is no compiled list of sound barrier and soundwall projects. VTA staff, working with the Capital Improvement Program Subcommittee of the Technical Advisory Committee has developed a process for identifying projects that would be eligible to fund through the Sound Barrier Program. The Board approved the program process and adopted the evaluation criteria at the October 2, 2003 meeting.

### Changes from February 27<sup>th</sup> Workshop

There have been no changes.

### Proposed Allocation

**\$10 million**

### Staff Recommendation

Adopt the proposed allocation amount.



## PAVEMENT MANAGEMENT PROGRAM

### Program Area Description

Pavement management projects are intended to repair or replace the existing roadway pavement from outside edge of curb and gutter to opposite outside edge of curb and gutter. The following are examples of typical project types: roadway reconstruction projects, overlay projects, pavement maintenance treatments including seal coats and microsurfacing, spot repairs, curb and gutter repair, and replacing pavement markings and striping.

### Project List Status

There is no pavement management project list. Criteria and a process for distributing Pavement Management funds will need to be developed, in partnership with the cities and the County.

### Proposed Allocation

#### **\$301.5 million**

Staff recommends a total program of \$301.5 million. MTC's policies for funding the Local Streets and Roads Rehabilitation shortfall identify a minimum amount of \$201.5 million to be used for this program, based on Santa Clara County's share of Metropolitan Transportation System (MTS) roads. While the \$201.5 million requirement will cover the entire MTS shortfall, the remaining long-term countywide rehabilitation shortfall for arterials and major collector streets is projected to be \$510.4 million. In order to begin to address some of this remaining shortfall, staff recommends that the Board provide an additional \$100 million from its' discretionary resources, for a total VTP 2030 program of \$301.5 million. Staff does not recommend a larger allocation at this time, as the actual funds will not be available for programming until the next VTP Plan update. Criteria and a process for distributing Pavement Management funds will need to be developed, in partnership with the cities and the County

### Changes from February 27<sup>th</sup> Workshop

No change.

### Staff Recommendation

Adopt recommended allocation amount.





## BICYCLE PROGRAM

### Program Area Description

The Bicycle Program makes investments in bicycle facilities throughout the county based on the Countywide Bicycle Plan (Bike Plan). The Bike Plan's Cross-County Bicycle Network includes on-street bikeways as well as extensive trails for bicycle commute trips. Completion of the Cross-County Bicycle Network, closing major gaps and improving transit access for bicycles are top priorities for the Bicycle Program.

### Project List Status

The Bike Plan includes three tiers of projects. Tier 1 is funded through a \$32 million Bicycle Expenditure Program (BEP) over ten years (2000-2010). The BEP is a combination of funding commitments from the 1996 Measure B sales tax, Transportation Funds for Clean Air, Transportation Development Act Article 3 and federal Transportation Enhancements funds. The Tier 1 projects are moving forward with funding through the Bicycle Expenditure Program, which includes \$10 million in Transportation for Clean Air funds (through the VTP 2030 Discretionary Revenue Allocation for the Bicycle Program).

Tier 2 projects are currently not funded. The Tier 2 project list is currently being updated to coordinate with regional priorities. Staff is working with Member Agencies and the VTA Bicycle/Pedestrian Advisory Committee to establish a new Tier 2 list. The revised list will be brought to the Board for inclusion in VTP 2030.

MTC has committed \$200 million for a regional bicycle/pedestrian program in the RTP. Santa Clara County's target share of this regional program is \$50 million. The Tier 2 project list should target \$50 million, to correspond with the \$50 million county target share of the regional bicycle/pedestrian funding program. VTA will coordinate with MTC on incorporating the Tier 1 and Tier 2 bicycle project lists into the RTP to prioritize for the regional bicycle/pedestrian funding program.

### Proposed Allocation

\$10 million for Tier 1 projects.

### Changes from February 27<sup>th</sup> Workshop

No change.

### Staff Recommendation

Adopt the proposed allocation.

## Evaluation Criteria for Bicycle Projects

### Evaluation Ratings

Criteria	Rating	Description
A. Implementation	Very High- 6 points	Project has six of the following criteria: 1- Adopted Bike Plan and/or General/Specific Plan 2- Environmental Document Complete or Neg. Dec./Exemption Pending 3- Plans/Specs/Final Design Completed 4- BAC or Equivalent Endorsement 5- City Council/Board of Supervisors Approval 6- Local Match (when required)
	High- 5 points	Project has criteria #1, #2 and 2 of 3 through 6.
	Moderate High 4 points	Project has criteria #1, #2 and 1 of 3 through 6
	Moderate 3 points	Project has criteria #1, #4 and #5.
	Moderate Low 2 points	Project has criteria #1 and 1 of 2 through 6.
	Low 1 point	Project has criteria #1.
	Very low 0 points	Project has none of the six criteria.

Criteria	Rating	Description
B. Local Support/ Opposition	High- 4 points	Project has BAC endorsement and Board of Supervisors/City Council approval and high profile project with letters of support from several non-bike agencies/ organizations: e.g. schools, PTA, businesses, COC, homeowners, neighborhood groups, community organizations.
	Moderate High 3 points	Project has BAC endorsement or Board of Supervisors/City Council approval and letter(s) of support from one non-bike agency/ organization, or from individuals.
	Moderate 2 points	Project has BAC endorsement but no letters of support or opposition.
	Moderate Low 1 points	Project has BAC endorsement but no letters of support and organized opposition.
	Very low 0 points	There is organized opposition, and little or no demonstrated support.

Criteria	Rating	Description
<b>C. Regional/ Countywide Mobility</b>	Very High 6 points	Project is located on the Countywide Bicycle Network.
	High- 4 points	Project is a major commuter route or has other major regional significance, e.g. multi-modal, or is shown on the 1995 Trails Master Plan Update.
	Moderate High 3 points	Project is located on a CMP arterial and one of the following: directly links with a cross-county bike corridor or directly links with a bikeway shown on the 1995 Trails Master Plan Update.
	Moderate Low 2 points	Project is parallel to a CMP arterial, thus would serve bicyclists' demand for said corridor or directly links with a cross-county bike corridor
	Low 1 point	Project will result in a continuous route over seven miles long that connects with adjacent cities or counties, but is not on a cross-county bike corridor or CMP arterial.
	Very low 0 points	None of the above.

Criteria	Rating	Description
<b>D. Gaps/ Missing Links</b>	Very High- 6 points	Project closes gap in a route or otherwise eliminates circuitous travel; e.g. bike bridge or connecting path such as through a park.
	Moderate 4 points	Missing link or an extension of an on-street bikeway e.g. bike lanes on last section of arterial with otherwise continuous bike lanes.
	Very low 0 points	Does not close gap or provide a missing link.

Criteria	Rating	Description
<b>E. Design (See Technical Guidelines)</b>	High- 6 points	Project conforms to all pertinent VTA Technical Guidelines for both the specific facility as well as all roadways: Bike lane projects: Section D1.1; Bike routes: Section D1.2, D1.4, D1.5, D1.6 Bike Blvd: Section D.1.3 Signals: Section D5.2 Parking: Section P2.0 and P3.0 All projects D2.0, 3.0 and 4.0
	Moderate 3 points	Project conforms to all pertinent VTA Technical Guidelines, except one minor deviation, but still conforms to all HDM and AASHTO standards.

	Low 1 point	Project deviates from one or more VTA Technical Guidelines, but still conforms to all HDM and AASHTO standards.
	Very Low 0 point	Project deviates from HDM or AASHTO guidelines.

Criteria	Rating	Description
<b>F. Safety/ Hazard Elimination/Ri sk Man- agement</b>	Very High- 6 points	Eliminate obstacles (e.g. spot improvement program to conform to TG Section D4.0) or improves problem areas (e.g. high accident location; conflict types described in TG Section D3.0).
	Moderate High- 4 points	Project reduces risk or exposure to vehicle conflicts: e.g. wide bike lanes or traffic signals to cross roadway with ADT > 20,000 or speeds >45mph.
	Moderate 3 points	Project on roadways with ADT between 10,000 – 20,000 or speeds between 35 to 45 mph.
	Moderate Low 2 points	Project on roadways with ADT between 4,000 - 10,000 or speeds between 25 to 35 mph.
	Low 1 point	Project on roadways with ADT less than 4,000, speeds of 25 mph or less.

Criteria	Rating	Description
<b>G. Demand and Access</b>	Very High 6 points	Project directly serves two or more high-use activity centers (e.g., schools, colleges with 300+ students or employment centers with 1000 + employees).
	High- 5 points	Project directly serves one high-use activity centers (e.g., schools, colleges with 300+ students or employment centers with 1000 + employees).
	Mod High- 4 points	Serves high-use attractors (e.g., 300+ students or employees) within 0.2 miles or directly serves medium-density attractors (500-1000 employees).
	Moderate 3 points	Serves neighborhood or strip commercial, and/or residential area.
	Moderate Low 2 points	Serves high-use attractors between 0.2 and 0.5 miles or serves medium use attractors within 0.2 miles.
	Low 1 point	Directly serves low density area or serves high-use attractors > 0.5 miles away.

Criteria	Rating	Description
<b>H. Multi-Jurisdictional Coordination and Continuity</b>	High- 4 points	Connects/involves three or more jurisdictions/agencies; and Project is included in at least two adopted plans; and sponsor has coordinated with other cities/agencies.
	Moderate High 3 points	Connects/involves two jurisdictions/agencies; and Sponsor has coordinated with other cities/agencies; and Project is included in at least one adopted plan.
	Moderate Low 2 points	Connects/involves two jurisdictions/agencies; and Sponsor has coordinated with any adopted plans.
	Low 0 point	Sponsor has not coordinated with other cities/agencies; and Project is not included in any adopted plans.

Criteria	Rating	Description
<b>I. Attractiveness/Convenience</b>	High- 4 points	Project increases attractiveness/convenience of cycling by: 1. Reducing the cyclists' travel time (see TG section D1.3, D5.2) (e.g., by implementing a new direct bikeway in a major corridor bike boulevard or traffic calming) <u>and</u> 2. Enhancing the travel experience by reducing cyclists' exposure to traffic noise, fumes and high speed traffic. See TG Section D6.0.
	Moderate High 3 points	Project increases convenience of cycling by: 1. Reducing the cyclists' travel time (see TG section D1.3, D5.2) <u>or</u> 2. Enhancing the travel experience by reducing cyclists' exposure to traffic noise, fumes and high speed traffic. See TG Section D6.0.
	Moderate Low 2 points	Project increases convenience of cycling by reducing exposure to traffic noise, fumes <u>or</u> high speed traffic. (See TG Section D6.0).
	Very low 0 points	None of the above

Criteria	Rating	Description
<b>J. Social Equity</b>	High- 4 points	Project will serve areas or activity centers with a large proportion of the population that does not have access to automobiles, e.g. poor, young and old.
	Moderate High 3 points	Project will serve junior high and/or high schools, (regardless of socio-economic neighborhood.)
	Moderate Low 2 points	Project will serve areas or activity centers with moderate proportion of the population that does not have access to automobiles e.g. poor, young and old.
	Very low 0 points	None of the above.

## VTP 2030 BICYCLE PROGRAM

Project Number	Sponsor	Project Name	VTP 2030 Grant Request (\$ millions)	Cumulative Grant Request
<b>Tier 1 Projects</b>				
B01	Campbell	Hamilton Avenue improvements at Hwy 17	\$1.2	\$1.2
B02	Campbell	Los Gatos Creek Trail bridge and path improvements (Mozart - Camden)	\$0.6	\$1.8
B03	County	Almaden Expressway (Ironwood - Koch)	\$1.6	\$3.4
B04	County	Bicycle Shoulder Delineation Along Expressways	\$0.5	\$3.9
B05	Cupertino	Mary Avenue (I-280) Bike/Pedestrian Overcrossing	\$5.4	\$9.3
B06	Gilroy	Uvas Creek Trail	\$0.4	\$9.7
B07	Los Altos	Hetch Hetchy Bike Pathway	\$0.3	\$10.0
B08	Los Altos	Stevens Creek Trail Feasibility Study	\$0.08	\$10.1
B09	Milpitas	Bicycle/Pedestrian Overcrossing over UPRR tracks	\$2.4	\$12.5
B10	Morgan Hill	West Little Llagas Creek Trail	\$1.2	\$13.7
B11	Mountain View	Stevens Creek Trail, Reach 4, Segment 2	\$0.5	\$14.2
B12	Palo Alto	Homer Ave. Caltrain Undercrossing	\$1.0	\$15.2
B13	San Jose	Los Gatos Creek Trail (Auzerais - Santa Clara)	\$2.4	\$17.6
B14	San Jose	Los Gatos Creek Trail (Lincoln - Auzerais)	\$1.6	\$19.2
B15	San Jose, Santa Clara, VTA	River Oaks Bridge at Guadalupe River	\$0.3	\$19.5
B16	Santa Clara	San Tomas Aquino Creek Trail (Hwy 237 to City Limits)	\$5.0	\$24.5
B17	Saratoga	Cox Ave. Railroad Grade Crossings	\$0.4	\$24.9
B18	Saratoga	De Anza (UPRR) Trail: Reach 3	\$2.0	\$26.9
B19	Sunnyvale	Borregas Ave. Bike/Pedestrian Overcrossings at US 101 & SR 237	\$5.2	\$32.1
B20	Sunnyvale	Bernardo Ave. Caltrain Undercrossing	\$0.0	\$32.1
B21	VTA	Pilot Bicycle Parking Program	\$0.1	\$32.2
<b>Bicycle Expenditure Program (funded projects) CUT-OFF LINE</b>				
		<b>Tier 2 Projects: To be revised spring 2004.</b>	<b>\$50.0</b>	<b>\$82.2</b>
<b>VTP 2030 CUT-OFF LINE</b>				





# **Livable Communities and Pedestrian Program**

**WILL BE FORWARDED UNDER SEPARATE COVER**

1-1-1

## LANDSCAPE RESTORATION AND GRAFFITI REMOVAL PROGRAM

### Program Area Description

The Landscape Restoration and Graffiti Removal Program helps to augment Caltrans efforts to restore freeway landscaping and remove graffiti within the freeway rights of way.

### Proposed Allocation

None.

No funds are proposed in the VTP 2030 Expenditure Plan as there are no discretionary funds that can be used for this purpose, but funding will be revisited in the next cycle. Staff will continue to research and pursue funding that can be used for this program

### Changes from February 27<sup>th</sup> Workshop

No change.

### Staff Recommendation

Adopt the proposed allocation.

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